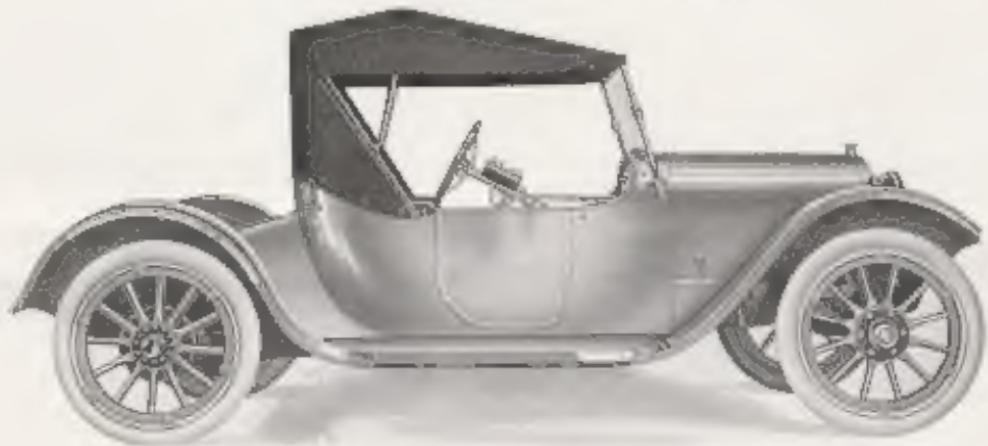




SAFETY MOTOR COMPANY - GRENLOCH, NEW JERSEY

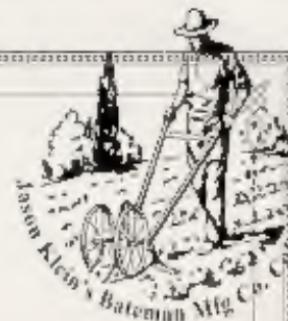
The Car Built on Correct Principles



The Three-Passenger Frontmobile Roadster

WITH EXTRA AUXILIARY SEAT - LOW DOWN CONSTRUCTION - GRACEFUL LINES - TWELVE INCH ROAD CLEARANCE

Price, Fully Equipped, \$1000



INTRODUCTION

IT is with pleasure and pride we present herewith the Frontmobile, which is an automobile driven by the front wheels instead of the rear. We offer it on the following pages as a Roadster, Touring Car and Light Delivery Truck.

In designing the Frontmobile we believe we have embodied the best known mechanical features, and after a study of these cars we feel you will be readily convinced that the front drive principle is correct and logical.

A brief description of the many advantages will be found on pages 10 and 11, but one of the chief advantages is its freedom from "skidding" and "overturning," due to the front drive principle, which pulls instead of pushes the car.

We believe that these cars are built upon absolutely the only correct principle. While it may appear new to many of our readers it has been thoroughly tried out and endorsed by leading engineers.

SAFETY MOTOR COMPANY · GRENLOCH, N. J.

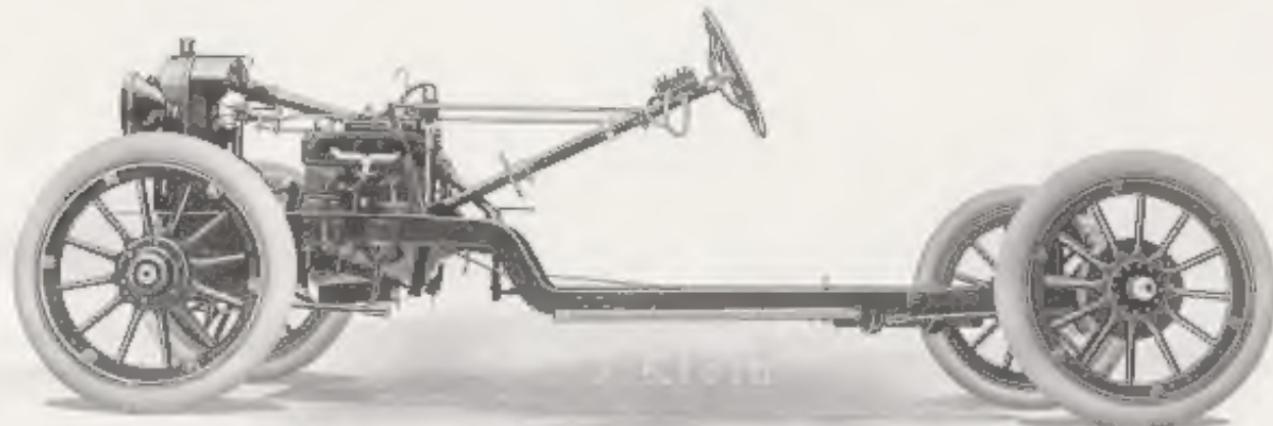
Developed and Manufactured by

BATEMAN MANUFACTURING COMPANY

ESTABLISHED 1836

MANUFACTURERS OF THE WELL-KNOWN "IRON AGE" FARM, GARDEN AND ORCHARD IMPLEMENTS

THE CAR BUILT ON CORRECT PRINCIPLES

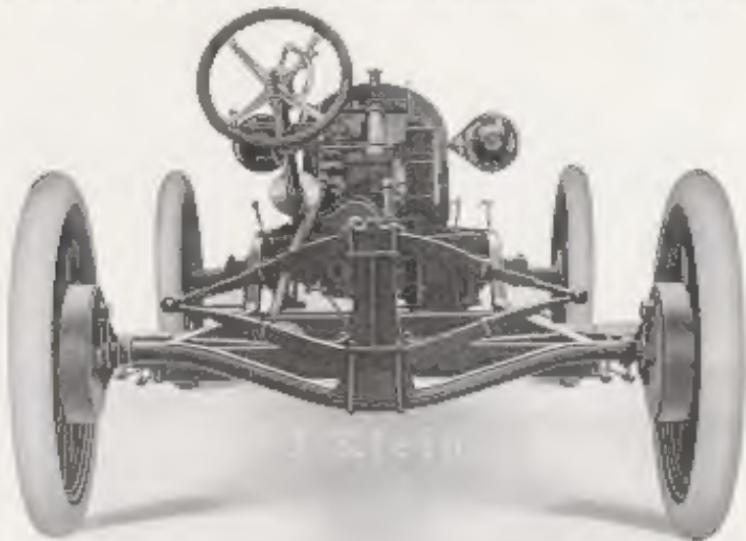


Side View of Frontmobile Roadster Chassis

SHOWING DROP OF 9 INCHES IN FRAME, WHICH LOWERS THE CENTRE OF GRAVITY TO A POINT WHICH MAKES IT PRACTICALLY IMPOSSIBLE TO OVERTURN AND PERMITS MORE GRACEFUL BODY LINES
NO MECHANISM BACK OF THE POWER PLANT - ALL UNDER THE HOOD

Patent Pending

THE CAR BUILT ON CORRECT PRINCIPLES



Rear View of Frontmobile Roadster Chassis

SHOWING THE NEAT AND SIMPLE SPRING MOUNTING, CAMBERED WHEELS AND LOW-DOWN CONSTRUCTION,
ALL WITHOUT LOSS OF ROAD CLEARANCE

THE CAR BUILT ON CORRECT PRINCIPLES

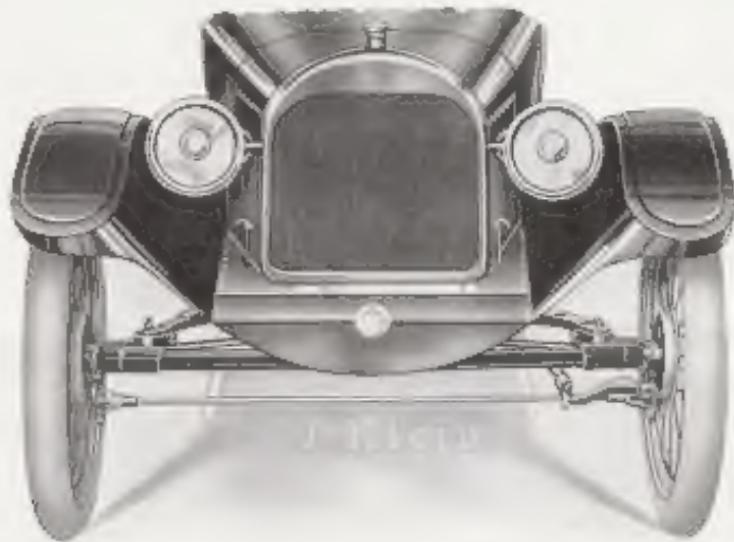


Five-Passenger Frontmobile Touring Car

STREAMLINE BODY WITH INDIVIDUAL AND ADJUSTABLE FRONT SEATS

Price, fully equipped, \$1000

THE CAR BUILT ON CORRECT PRINCIPLES



Front View of the Frontmobile

SHOWING THE NEAT DESIGN AND SIMPLE CONSTRUCTION OF THE APPLICATION
OF POWER TO THE FRONT WHEELS

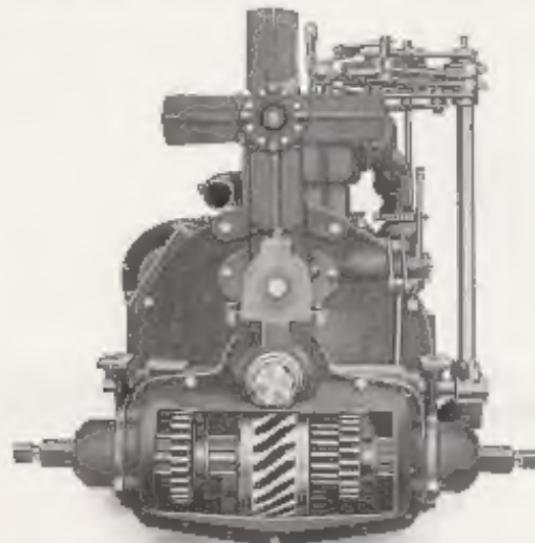
THE CAR BUILT ON CORRECT PRINCIPLES



Rear View of Frontmobile Touring Car

SHOWING THE SIMPLE CONSTRUCTION, CAMBERED WHEELS, INCREASED ROAD CLEARANCE. NOTE FREEDOM
FROM ALL MECHANISM, TIRE CARRIERS, ETC., AS TIRES ARE CARRIED UNDERNEATH IN SPECIAL
HOLDER—NOTHING TO MAR THE GRACEFUL LINES OF THE BODY

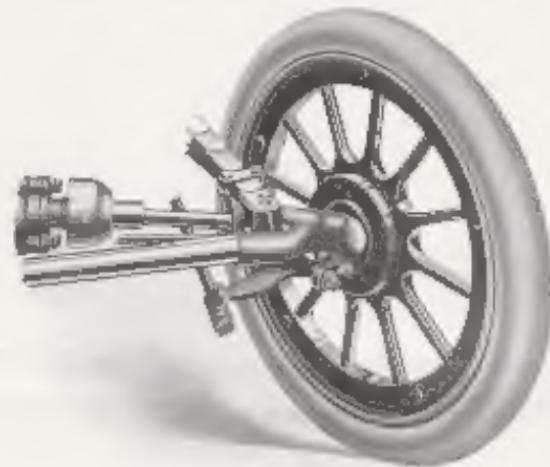
Frontmobile, Front View of the Front Drive



SHOWING THE ONLY TRUE UNIT POWER PLANT
WITH WORM DRIVE AND SLIDING GEARS ON
DIFFERENTIAL HOUSING.

Patents Pending

Frontmobile, Front Wheel Assembly



SHOWING WEIGHT OF CAR SUPPORTED ON
AXLE WITH BALL AND SOCKET KNUCKLE JOINT PIVOTED
IN CENTRE OF WHEEL.
DRIVE SHAFT CONNECTED TO WHEEL BY
MEANS OF SPECIAL DESIGN UNIVERSAL LOCATED WITHIN
THE BALL AND SOCKET JOINT

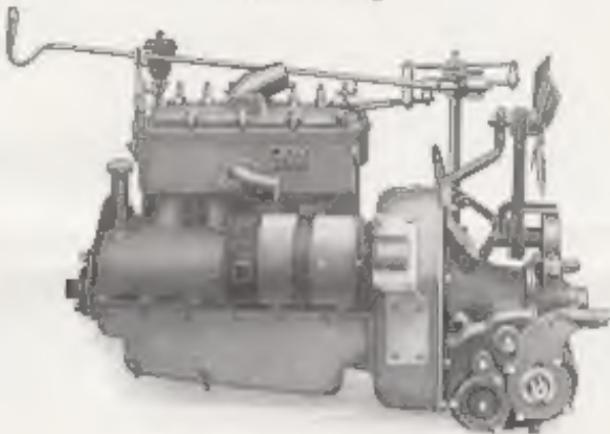
Patents Pending

FRONTMOBILE, UNIT POWER PLANT

Right Side Elevation

SHOWING SELF-STARTER AND GENERATOR

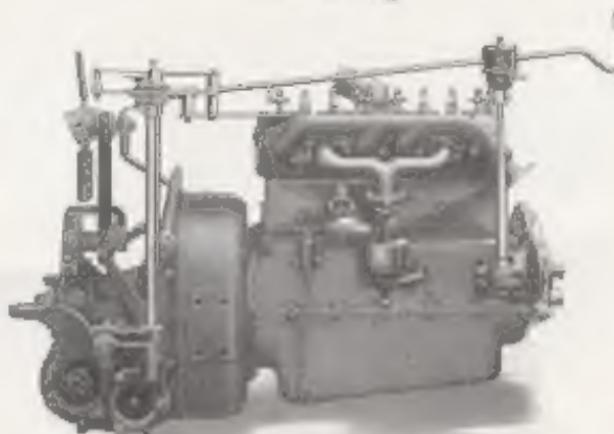
Patents Pending



Left Side Elevation

SHOWING GEAR SHIFT LEVER AND CARBURETOR

Patents Pending



SHOWING THE SIMPLICITY AND COMPACTNESS OF THE
UNIT POWER PLANT—ALL MECHANISM
UNDER THE HOOD

ADVANTAGES OF THE FRONTMOBILE

Front drive.

Worm drive.

Noiseless drive.

Greater efficiency — 20 to 30 per cent.

Skidding reduced to a minimum.

Rear wheels simply act as a trailer.

Less unsprung weight, causing easier riding and greatly increased mileage of tires.

Accessibility—all working parts of transmission can be taken apart and re-assembled in less than an hour's time; wheels and drive shaft very easily and simply removed.

A true unit power plant, embodying transmission, clutch, differential, worm drive, radiator, gear shift and control levers, all located under the hood and easily examined. (Patents pending.)

Transmission gears mounted on differential housing, revolving at axle speed, assuring quiet running on all speeds, and longer life. (Patents pending.)

Clashing of gears in selecting speeds reduced to a minimum, due to the fact that they are mounted on the differential housing and running at axle speed instead of engine speed. (Patents pending.)

Springs — full cantilever, all around. All parts under tension instead of compression, which eliminates the buckling or jerky effect and which makes for easier riding. The pulling sensation is quite noticeable.

ADVANTAGES OF THE FRONTMOBILE

All four wheels cambered and full floating.

Increased road clearance.

Greater tractive effort — pulling out of deep ruts without danger of stalling motor or losing control of car. Also, may turn sharp corners without any perceptible loss of speed, due to the fact that driving is done on the same line as the wheels are turned.

Driving and steering all accomplished by the front wheels, making it much safer and easier for the operator to control, as the tendency is for the wheels to keep running in a straight path.

Application of power directly applied to the wheels, eliminating the long drive shaft, which materially reduces the torque. (Patents pending.)

Steering knuckles in center of wheels, producing easier and safer steering; striking any obstruction does not alter the course of the car nor throw an undue strain on any members of the car.

Worm wheel (commonly known as Master Gear) floats on the differential housing, making possible very easy running when coasting with gears in neutral position.

Due to the floating feature of the worm gear, thorough oiling of transmission is assured before load can be applied.

Control levers located in instrument board convenient for the operator, leaving the entire floor space clear.

Extra tire carried under body, out of sight, avoiding unsightly appearance of tire on side or in rear.

SPECIFICATIONS OF THE FRONTMOBILE

MOTOR—

Le Roi Model C, $3\frac{1}{8}'' \times 4\frac{1}{2}''$, high speed. Cast en bloc type, a fine example of the latest design, high efficiency motor. 26 H. P. at 2250 r.p.m. Detachable cylinder head.

LUBRICATION—

The lubricating system is combination pump and splash and is reliable and thorough. (Sight feed is located on dash.)

VALVES—

The valves are large in diameter and have moderate lift, and the mushroom type push rods have easy action on the cams, which insures quiet running. Adjustment is provided for clearance between valve stem and push rod. The pistons and connecting rods are as light as careful design and machining can make them.

TIMING GEARS— The timing gears are helical, to insure quiet running.

CARBURETOR—

Schebler model "R" with hot air drum and dash control assembled. This is an automatic carburetor that is easy of adjustment, reliable in operation and gives good acceleration.

COOLING—

The cooling is by the thermo siphon system and great care has been taken to have ample passages for circulation of water around the valves; there are no less than fourteen openings between the cylinder and cylinder head through which the water circulates, the head being made detachable in order to give immediate access to valves, pistons, etc.

IGNITION—

STORAGE BATTERY. Connecticut system with distributor and coil.

STARTER—

Allis-Chalmers motor generator, high speed chain driven.

SPECIFICATIONS — CONTINUED

CLUTCH — Multiple dry disc clutch.

BRAKES — Service and emergency, internal expanding, brake drums 12" diameter.

WHEELS — Wood artillery type.

TIRES — 32"x3 1/2" Goodyear oversize, straight side, demountable.

WHEELBASE — 112 inches.

TREAD — 56 inches.

BODY — Touring car, five-passenger touring type; stream line with individual adjustable front seats; extra wide doors with concealed hinges; deep cowl and dash.

ROADSTER — Three-passenger, low-down construction. See cut on front cover.

SPRINGS — Full cantilever front and rear on touring car. (Roadster full cantilever on front only.)

FRAME — Pressed steel.

DRIVE — Left side; spark throttle and electric horn push buttons on top of steering wheel; foot accelerator.

SPECIFICATIONS—CONTINUED

CONTROL LEVER—Connected to rocker shaft located in front of transmission and passing through instrument board to right of steering wheel column, a very convenient and desirable position, leaving the entire front floor space clear. (Patents pending.)

FRONT AXLE—Special design; full floating, cambered, tubular offset horizontal with ball type knuckle ends; dust and oil tight; knuckle pivot located in center of front wheels. (Patents pending.)

REAR AXLE—Cambered, full floating, ball bearing; weight complete with spring hangers, brake and dust flanges, 30 pounds; no working part to wear out; absolutely noiseless. (Patents pending.)

TRANSMISSION— SPECIAL

Selective type, three forward speeds and reverse, with change speed gears running at axle speed; noiseless worm drive; differential and all gears mounted in transmission case. Chrome vanadium gears, heat treated. (Patents pending.)

ROAD CLEARANCE—14 inches.

FENDERS—Crown.

EQUIPMENT—

One-man top; top cover and side curtains; slanting windshield; electric horn; complete tool equipment, including pump and jack; single wire lighting system used.

THE CAR BUILT ON CORRECT PRINCIPLES



Frontmobile—Light Delivery

CAPACITY, 1000 POUNDS. BODY, STEEL CONSTRUCTION WITH REMOVABLE TOP.

Price, fully equipped, \$900



American Plant, Girardia, N. J.

WHERE THE FINEST SOAPS ARE MANUFACTURED

Property of Basin

Cayenne Plant, located at Cayenne, Colorado